

Thiruvananthapuram Bus Terminus Project



**Department of Transport
Government of Kerala**

**Upgradation, Construction and Maintenance
of Thiruvananthapuram Bus Terminus Project
(Thampanoor and Enchakkal Bus Terminal)**

on

Public Private Partnership Format

Project Information Brief

IL&FS Infrastructure Development Corporation Ltd. (IIDC)

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.0 Introduction

1.1 Background

Thiruvananthapuram, the Capital city of Kerala, is located at the southernmost tip of state and is known for its world famous Kovalam beach & natural serene surroundings. Given to the ease in accessibility, natural settings, better connectivity with rest of the world and its salubrious climate; it has come up as one of the most favoured destinations in Kerala. This historical and academic centre is now emerging as commercial and tourism centre for the state. To provide planned development in the region, Government of Kerala has identified **Thiruvananthapuram Capital Region (TCR)** comprising of an area of 400 sq. km. covering Corporation of Thiruvananthapuram, Thiruvananthapuram Development Authority (TRIDA), 4 municipalities of Varkala, Attingal, Nedumangadu and Neyyatinkara. It also includes tourist destinations Ponnudi Hill Resort and Beach stretch from Varkala to Vizhinjam.

City's steady growth in the commercial, tourism and other service sectors have resulted in increased inter and intra city traffic. The city inclusive of TRIDA area accommodates a total of about eleven lakh population. Being an administrative capital of the state, The city of Thiruvananthapuram is visited by large number of intra-state population almost everyday, specially from the TCR area. For a city of this size and nature, public transport becomes vital, not only in catering to the local commuting needs, but also for domestic and international tourists.

Government of Kerala (GOK) is keen to improve the infrastructure facilities in TCR. Several projects such as Water Supply Scheme, Improvement of City Roads, Street Lighting Projects etc. have been taken up under this initiative. As part of this initiative, Kerala State Road Transport Corporation (KSRTC) alongwith Department of Transport, GOK proposes to improve and upgrade Thampanoor Central Bus Station and construct a new bus terminal at Enchakkal. Both these terminal would be implemented in an integrated manner under Thiruvananthapuram Bus Terminus Project (TBTP) on the basis of Public Private Partnership format.

1.2 Thiruvananthapuram Bus Terminus Project

TBTP has been conceived under TCR initiative of GOK, with an objective of upgradation of the existing bus terminal and decongest the city by restricting on entry of long distance bus services into Central Business District of the city and in the process reduce air and noise pollution to substantial levels and thus improve micro environmental quality.

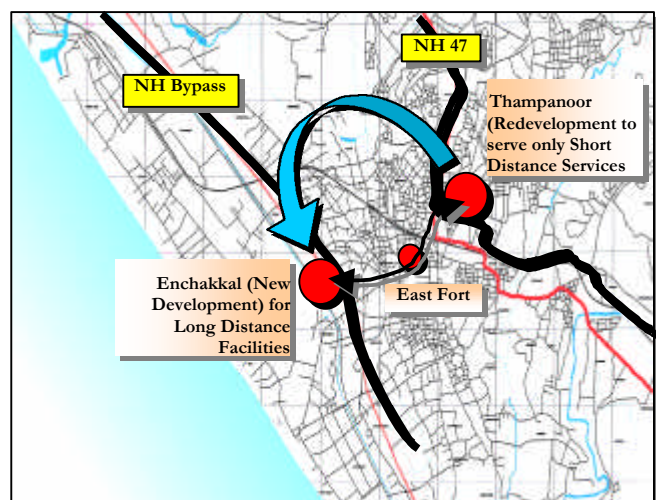


Fig 1: Location of Thampanoor and Enchakkal Bus Terminus in Thiruvananthapuram City.

TBTP comprises of integrated implementation of Thampanoor and Enchakkal Bus Terminal and specifically includes:

- (a) Upgradation and Maintenance of Thampanoor Central Bus Station (short distance travel) along with passenger amenities and infrastructural facilities
- (b) Construction and Maintenance of new bus terminal at Enchakkal (long distance travel) and providing essential passenger amenities along with infrastructure.

Thiruvananthapuram city have two main bus terminals owned and maintained by KSRTC. **Thampanoor Central Bus Station (CBS)** caters to short distance (Moffusil) and long distances route buses whereas, intra city buses ply from **East Fort**, Vikas Bhavan, Perookada, Pappanamcode and Vizhinjam Depot. Fig 1 illustrates the location of Thampanoor and East Fort Bus Terminals.

Thampanoor Central Bus Station (CBS), located opposite to the Thiruvananthapuram Central Railway Station, caters to about 1240 bus arrivals and 1250 departures daily out of which 45% trips account for long distance buses and 55% for the Moffusil buses (short distance within Thiruvananthapuram district). CBS terminal is proposed to be upgraded in infrastructural facilities, additional platforms, bus bays and bus passenger facilities. It is also proposed to shift the long distance buses (within districts of Kerala and inter state buses) to Enchakkal. The Enchakkal Bus Terminal is a green field project proposed to be equipped with bus infrastructure and passenger facilities.

These two projects are proposed to be implemented in an integrated manner by the same operator under the aegis to Thiruvananthapuram Bus Terminus Project (TBTP). It is proposed to implement the project on Public Private Partnership (PPP) format through Build, Lease and Maintain (BLM) model.

The private sector operator would be required to undertake design, finance, upgradation, construction and maintenance of both the bus terminal during given authorization period. Apart from the bus terminus facilities, passenger amenities, etc it is proposed to develop commercial complex with retail and office space at both the bus terminals. Private Sector Operator will be able to recover its investment through:

- Lease rentals from the developed office and retail space in commercial complex
- Lease rentals from the kiosk and shops at the platforms.
- Passenger amenity fees from the passengers using deluxe waiting hall at both the stations.
- Parking fees from the two-wheelers and four wheelers (private and taxis)
- Advertising revenue from the bus terminus.

The project assessment studies comprising of preparation of concept plans, demand assessment for both the bus terminus has been completed. The studies have shown the project that the project is financially viable proposition and commercially attractive with the basket of above mentioned revenues.

1.3 Project Agencies

KSRTC, a state owned organisation is responsible for providing bus transport facilities to the public, running inter and intra city buses originating from the State of Kerala and maintenance of bus stops and terminals. Department of Transport, GOK and KSRTC are the nodal authority for the ‘Thiruvananthapuram Bus Terminus Project’.

IL&FS Infrastructure Development Corporation Ltd. (IIDC), under the ‘Project Development & Promotion Partnership’ (PDPP) Agreement with Government of Kerala, is providing advisory services to State Government in project development, structuring and bid process management of infrastructure projects in TCR. Thiruvananthapuram Bus Terminus Project is one of the projects that have been developed for implementation on Public Private Partnership format.

1.4 Project Information

This ‘Project Information Brief’ (PIB) is prepared for the interested bidding firms/ consortia with an objective of providing information on project area and bidding process being followed for the project.

2.0 Project Area & Present Status

2.1 Location & Site Appraisal

The city of Thiruvananthapuram lies in the southern most tip of Thiruvananthapuram district of the state of Kerala. The district is situated between 8°17' to 8°52' North latitude and 76°40' to 77°17' east longitudes. To the west of the Capital city lays vast Arabian/ Lakshadweep Sea and southeast to the city lays Kanyakumari, the southern end of Indian peninsula.

Thampanoor Central Bus Station (CBS) is located in the heart of Thiruvananthapuram city opposite Central Railway Station. Apart from the railway station, it is easily accessible from other major arteries of the city such as Karamana Road, Arya Bhavan Road and Over-bridge Road. It has an area of 7.41 acres serving the buses traveling on all routes in Kerala and other inter-state destinations such as Nagercoil, Kanyakumari and Bangalore etc.

Thampanoor CBS serves as the main boarding & alighting point in the city for all the passengers travelling outside city and state. It is being managed by KSRTC, with a majority of buses catering to long distances services and mofussil (short distance) buses. Few city buses halt at CBS. A few other State Transport Undertakings like Karnataka State Road Transport Corporation and Tamil Nadu State Transport Corporation also use the terminal facilities for their interstate bus operations from Thiruvananthapuram.

KSRTC operates a depot within the Thampanoor Bus Terminal, which is being used as a night halt stop, repairs/maintenance workshop and for idle parking of buses. Availability of the depot within the terminal premises obviates dead kilometerage for

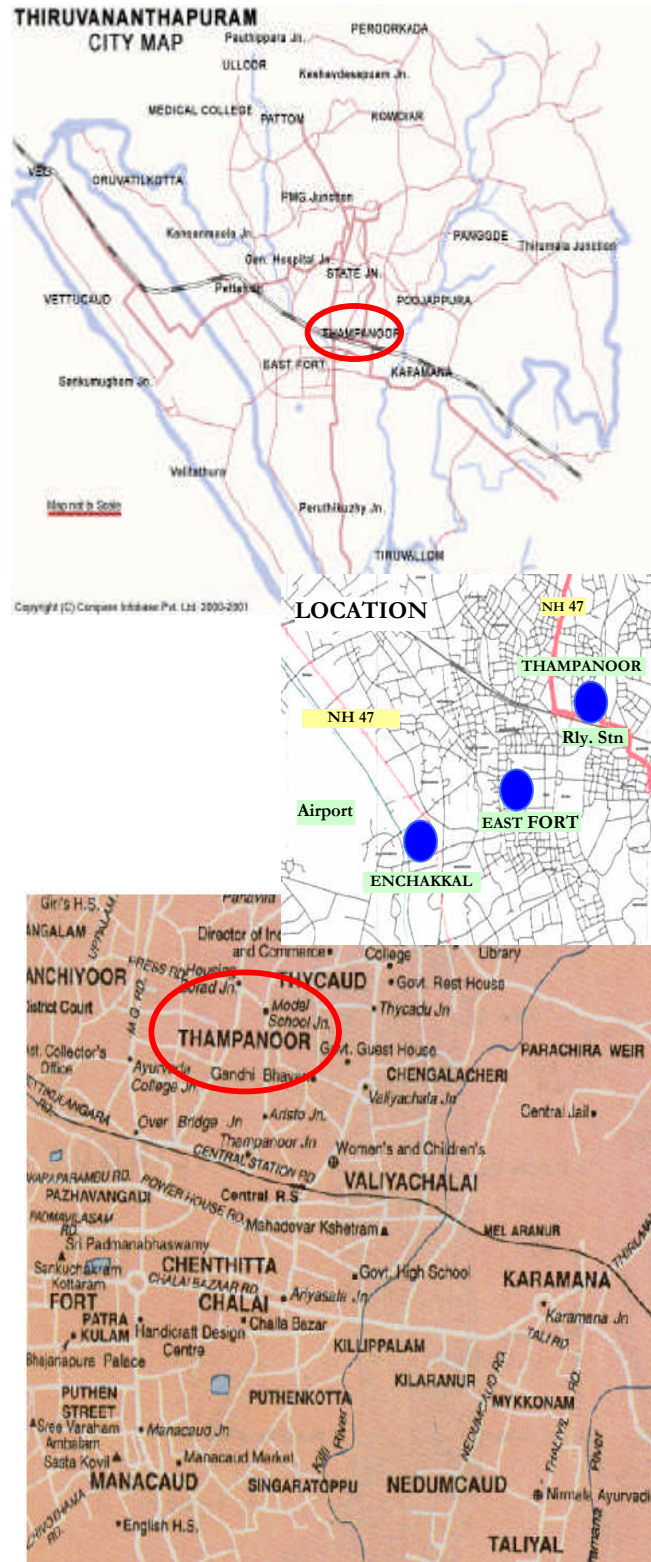


Fig 2: Location and Access to the Project Sites.

buses. The list of passenger amenities/facilities available at the CBS is given in Table 1.



Fig 3: View of the Existing Busbays at Thampanoor CBS



Fig 4: Distant View of Thampanoor CBS



Fig 5: On-Street Parking in CBS Terminal Premises

Table1: Passenger Amenities/ Facilities Available at the CBS	
Infrastructural Details of CBS	Remarks
Area of Bus Stand	7.41 Acres
Boarding/ Alighting Bays	54
Platforms	3
Width of entry and exit points	7 metres
Parking Area for Auto/ Taxis	Not available. Road side unauthorized parking
Car Parking	Not Available
Parking Area for Two Wheelers	Available within the terminal
Type of Road	Bituminous top
Road quality	Fair
Lighting	Available
Ticket Booking/ Reservation Counter	Available
Police Aid Post	Available
STD/ISD, PCO, FAX	Available
Retiring Rooms	Retiring rooms available
Shops	Available

Infrastructural Details of CBS	Remarks
Toilets	Available in poor condition
Passenger Shelter and Seats	Seating facility available
Rest Rooms for Bus Crew	Available
Drinking Water	Available
Display of Schedules	Available
Tourist Information Office	Available
Cloak Room	Available
Facilities for Physically Challenged	Not Provided

The present bus infrastructure and passenger amenities/ facilities catering to the passenger needs are inadequate, ill maintained and are of, of the poor standards. Hence upgradations of these are required to meet the future needs of the city/ state.

Enchakkal Bus Terminal (EBT), a new proposed site having an area of 5.82 acres for development of long distances buses, is located next to Kazhakkuttom – Kovalam NH Bypass to NH-47. It is located in western part of the city near Airport and is about 4 kms from Thampanoor CBS. Presently, land acquisition for the EBT is underway. KSRTC is proposes to start city bus services from Enchakkal to other bus terminals once the EBT is commissioned



Fig 6: Site of the Proposed Bus Terminal at Enchakkal

2.2 Existing Demand Assessment

IIDC, through M/s Wilbur Smith Associates Pvt. Ltd. have carried out passenger and bus count surveys for assessing the existing demand at CBS. Sailable outcomes of the surveys are as follows:

- About 1250 bus departures and 1240 bus arrivals take place daily at the Thampanoor CBS.
- Within peak hours (1000 – 1100 hrs), about 100 bus departures and 90 bus arrivals take place.
- Among the total arrivals and departures during peak hour, 60% are short distance service and remaining 40% are long distance buses.
- Daily passenger footfall at CBS is about 94,000 passengers with peak hour footfall close to 6000 passengers.
- Currently at CBS buses are parked in bus bay for about 15 minutes and about 5 minutes time is taken for alighting.
- As per the past trends, travel demand is growing at the rate of almost 4% per annum.

3.0 Scope of Works

The private sector operator is expected to finance, upgrade/ renovate, construct bus terminals at Thampanoor and Enchakkal including infrastructure such as boarding and alighting bays, signages

etc., provide required passenger amenities, commercial complex with office and retail shop/ kiosks and maintain the project assets during the given Authorization Period.

Descriptive scope of works of the selected operator would be, but not limited to, as follows:

3.1 Creation of New/ Upgraded Bus Terminus Infrastructure by:

- (a) Expansion of the existing Thampanoor CBS and upgradation/ renovation of existing terminal building at Thampanoor CBS.
- (b) Construction of new Bus terminal at Enchakkal as a Greenfield Project. No demolition or rebuilding will be required here.
- (c) Rectifying and improving the architectural and design aspects.
- (d) Provide bus infrastructure facilities such as alighting and boarding bays, platforms etc.:
 - i. Increase/provide the number of alighting and boarding bays so that counter times or turnaround time of the buses can be increased catering to next 12-15 years.
 - ii. Provide bus bays, which are easily accessible for the passengers and for roll in roll out of buses.
 - iii. Improve the bus circulation pattern including the entry and exit points as well as the approach to the bus terminal, thereby reducing passenger and vehicular conflicts
- (e) Providing enhanced Passenger amenities:
 - i. Toilets sufficient in numbers and conveniently placed
 - ii. Drinking water points
 - iii. Cloak rooms and waiting rooms
- (f) Providing Passenger conveniences such as:
 - i. Deluxe Waiting Hall for the Passengers with amenities such as Air-conditioning, special vending machines, CCTV, etc. (at a nominal charge)
 - ii. An alternative normal waiting lounge for the passengers (without any charge)
 - iii. Essentials including medical store, telephone booths, internet cafes, bank, ATMs, ticket counters with provision for computerization and networking.
 - iv. Information Center and tourist help centers
 - v. All commercial facilities including restaurants, shops, general stores, exhibition halls and areas
- (g) Information systems and signage related to the Terminal such as bus arrival and departure boards, important announcement facilities.

3.2 Maintenance & Management Plan

- (a) Carry out following activities to ensure that both the bus terminal are maintained in an efficient manner
 - i. Regulation of bus inflow and outflow from traffic management perspective.
 - ii. Regulate parking areas for autos, 2-wh and 4-wh provided in Bus Terminal area.
 - iii. Operation of information systems
 - iv. Maintenance of passenger amenities
 - v. Collection of lease rentals from shops/kiosks, parking fees from 2 wheelers and 4 wheelers and passenger amenity fees from the users of deluxe waiting hall.
- (b) Maintenance works include, but shall not be limited to the following:
 - i. Civil, electrical and mechanical works for the terminal including bus circulation and the parking areas.

- ii. Equipment maintenance and servicing.

4.0 Bidding Process & Submissions

4.1 For implementation of the Thiruvananthapuram Bus Terminus Project two stage bidding procedure would be followed as explained below:

- (a) **Stage I:** Submission of Expression of Interest (EOI)
- (b) **Stage II:** Detailed Bid with single envelope and three-packet system in response to Request for Proposal (RFP).
- Packet 1: Capability Statements
 - Packet 2: Technical Bids
 - Packet 3: Price Bids

4.2 As part of Stage-I of bidding process, all interested firms/ joint ventures/ partner of the Consortia shall submit the required documents by **10th of March, 2004**. Independent Firms/Consortia shall submit the following credentials in support of their interest for all the partner agencies.

- (a) Evidence of relevant experience, list of successful similar projects (such as bus terminals, hotels, commercial area development, transportation projects, residential complexes, parking lot, kiosks maintenance etc.) completed in last 3 years along with its value, firm's role (operator, contractor, financier etc.) in implementation along with certificate of completion.
- (b) Company Profile including details of ownership and evidence of incorporation. (all the partners in case of consortium/ joint venture)
- (c) Detailed information on key personnel (list of management, key officials, promoters and stakeholders)
- (d) Evidence of financial capability, including audited accounts for the last 3 financial years ending on 31st March 2003.
- (e) Letter of Association from the partner agencies in case of consortium/ joint venture.

4.3 In Stage-I of **Expression of Interest (EOI)**, depending upon the response received from the interested bidders, a shortlist would be created, based on the experience and financial capability of the Consortia, and RFP would be issued, to enable them to participate in Stage – II of **Detailed Bid**. After EOI stage, a Pre-Bid Conference would be held in Thiruvananthapuram to discuss the implementation strategy with the bidders/ operators and incorporate their concerns and accordingly restructure the future bidding strategy, if required.

4.4 In Stage – II of **Detailed Bid**, the short listed bidders would be asked to submit the technical and financial bids within 45 days time of issuing of RFP documents. These proposals would be evaluated by a specially constituted 'Project Committee' for this particular project. Preferred bidder would be selected and then called up for signing of authorization agreement for award of the project.

4.5 **Pre-Bid Conference:** Pre-bid meeting is planned to be held at Thiruvananthapuram. Details of date and venue can be obtained at a later date, from The Special Officer, Theerapatham Urban Development Project (TUDP) Office, or IIDC Thiruvananthapuram.

5.0 Implementation Structure

The selected operator would be required to implement the project on Build, Lease and Maintain (BLM) model.

- (a) Selected operator would be responsible for finance, construction, upgradation/ renovation and maintenance of bus terminal (s), commercial area and facilities therein for a certain authorization period.
- (b) The selected operator would be required to construct the bus terminus facility in line with technical specifications and guidelines specified in the RFP document laid out for the project. The project facility (both the bus terminus and commercial complex) would be maintained by the operator as per the performance standards and maintenance specifications.
- (c) The recovery of investments would be from collection of parking fees from two wheelers and cars, passenger amenity fees from the passengers using deluxe waiting hall, monthly/ annual lease rentals, one time security deposits from the tenants of the commercial shops and offices and limited advertising rights at the bus terminal.

6.0 Evaluation Criteria

The bid evaluation at various stages would be as follows:

- (a) In Stage-I interested parties would be short listed based on their past experience in similar projects.
- (b) Stage-II of bidding, would comprise submission of technical and price bids by the short listed parties in response to the issued RFP. Technical bids would be evaluated based on the fulfillment of substantial compliance requirements and Master Plan submitted for the Bus Layout. Fixed parameters for the bus layouts and development controls and building bye-laws would be specified in Request for Proposal documents. The preferred operator would be selected based on the maximum Annual Authorization Fees to be paid to KSRTC/ Government of Kerala.

7.0 Contact Address

- (a) Further queries on project and clarifications can be sought from IIDC, Thiruvananthapuram office.
- (b) All the project submissions should be addressed to The Special Officer, TUDP office as given below
- (c) PIB can be downloaded from www.kerala.gov.in/tcr.htm

Office of the Theerapatham Urban Development Project (TUDP)	IL&FS Infrastructure Development Corporation Ltd. (IIDC)
The Special Officer C/o Theerapatham Urban Development Project First Floor, Rajdhani Buildings, East Fort, Thiruvananthapuram – 695 023, Kerala Telefax: ++91-471-2572507/ 2572758 E-mail: k_u_d_p@yahoo.co.uk	Senior Manager IL&FS Infrastructure Development Corporation, PJRRA F-6, Pothujanam Lane, Kumarapuram, Thiruvananthapuram - 695 011 Mobile: ++91-471-3518076 Telefax: ++91-471-2445093 Email: pdppkerala@asianetindia.com rachna_iidc@asianetindia.com

8.0 Advertisement

Copy of the advertisement as appeared in Indian Express, dated: 2nd February, 2004 and other newspapers.

THEERAPATHAM URBAN DEVELOPMENT PROJECT

INVITATION OF EXPRESSION OF INTEREST FOR

Upgradation, Construction & Maintenance of Thiruvananthapuram Bus Terminus Project on Public Private Partnership format

1. The Project

Government of Kerala (GOK) is interested in improving the infrastructural facilities in Thiruvananthapuram Capital region (TCR) which comprises of Corporation of Thiruvananthapuram, adjoining 10 panchayats and 4 municipalities in neighboring region. Thiruvananthapuram Bus Terminus Project (TBTP) is one such initiative being conceived by GOK. Kerala State Road Transport Corporation (KSRTC), the state owned corporate body is responsible for providing bus transport facilities to the public and developing & maintaining bus terminals within Kerala State. KSRTC along with department of transport, GOK is proposing to up-grade and improve bus terminus facilities in Thiruvananthapuram City. TBTP comprises of integrated implementation of Thampanoor and Enchakkal Bus terminal and related includes:

(a) Up gradation and Maintenance of Thampanoor Central Bus Terminal (Short distance travel) along with passenger amenities and related facilities.

(b) Construction and Maintenance of new bus terminal at Enchakkal (long distance travel) and providing essential passenger amenities along with infra structure.

It is proposed to implement the TBTP project on Public Private Partnership (PPP) format through Build Lease and Maintain (BLM) Model. IL&FS Infrastructure Development Corporation Ltd. (IIDC) is advising GOK in structuring the project on PPP format and bid process management. The project assessment studies undertaken by IIDC have shown that the project is financially viable and commercially attractive. Office of the Theerapatham Urban Development Project (TUDP) on behalf of GOK is inviting Expression Of Interest (EOI) from interested developers-cum-operators for undertaking the project on PPP format.

2. Scope of Work

To finance, up-grade / renovate, construct including bus infrastructure such as boarding and alighting bays etc., provide required passenger amenities, commercial complex with office and retail shop / Kiosks and maintain the project assets during the given authorization period at Thampanoor and Enchakkal Bus terminal.

3. Bid Process

The bidding process for TBTP includes invitation for EOI as stage-1 followed by stage-11, comprising submission of capability statements, technical and price bids. Firms / Consortia qualifying EOI stage would be provided with request for proposal (RFP) documents and required to submit technical and price bids at a later date. Pre-bid conferences would be held to facilitate discussion on the project.

4. Preparation and Submission of EOI

(a) Interested firms / consortia may obtain Project Information Brief (PIB) from the TUDP office mentioned below from 3rd February 2004 to 5th March 2004 between 11:00 and 16:00 hrs on working days. PIB is also available on website www.kerala.gov.in/tcr.htm. PIB document can be requested by post, however, GOK will not be held responsible for the postal delay if any, in the delivery of the documents or non-receipt of the same. More information / clarification with regard to the project can be sought from Senior Manager, IL&FS Infrastructure Development Corporation (IIDC), PJRRA F-6, Pothujanam, Kumarapuram, Thiruvananthapuram-11; Mobile: + +91-471-3518076; Telefax: + +91-471-2445093; Email: pdpkerala@asianetindia.com

(b) EOI shall comprise of evidence of relevant experience in similar projects, audited balance sheet for last 3 years, Company profile, etc. Detailed information on the submissions can be obtained in PIB.

(c) EOI may be submitted to the Office of The Special Officer, TUDP Titled "EOI for Thiruvananthapuram Bus Terminus Project" on or before **10th March 2004, 1500 hours**

(d) GOK reserves the right to reject all or any offers without assigning any reason thereof.

Special Officer
Theerapatham Urban Development Project, First Floor, Rajadhani Buildings, East Fort
T v p m - 695 023 Telefax : 0471-2572507 / 2572758, E-mail : k u d p@yahoo.co.uk